TWIN CITY LINES
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SPECIAL ISSUE

STREETCARS IN LINDEN HILLS

TWIN CITY LINES

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The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior. Its mission is to preserve Minnesota's electric railway heritage.

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CORRECTIONS AND NEW INFO

Jim Harrison and John Diers identified the location of the mystery snowplow photo on page 21 of the Winter issue. It's Como Avenue, about a block east of Western Avenue in St. Paul.

Dave French writes:

Regarding the 1947 photo of the fireman's funeral on page 10 of the Winter issue. That was a tragic year for the Minneapolis Fire Department. Seven firefighters lost their lives in the line of duty that year. Also, there were four firefighters killed in collisions with streetcars over the years, three in Minneapolis and one in St. Paul:

9/3/12 – Ladder 9, a horse drawn rig, got its wheels caught in the tracks on Central Ave between 5th and 6th St SE. The driver got the front wheels out but the rear wheels remained caught and the rig slammed sideways into the rear of a streetcar. Captain William Traeger was thrown from his seat and killed.

12/31/27 – The Auxiliary Squad was responding to a false alarm. A streetcar pulled across Nicollet at 11th Street in front of the truck and James Brady Jr. was killed in the collision.

4/17/30 – Ladder 5 was northbound on Hennepin at 31st St. The truck swung out to pass a streetcar and the tiller for the rear steering wheels broke, slamming the trailer sideways into the car. Albert Thuleen was thrown to the street and killed.

8/23/03 – In St Paul, Ladder 1 collided with a streetcar at 6th and 7th Streets, killing Patrick Fleming.

TWIN CITIES RAIL TRANSIT UPDATE

-John DeWitt

It's been awhile since our last update and a lot has been happening.

Hiawatha Light Rail Line

Two new stations have opened. A four-block extension to the line provides service to a station serving Target Field and Northstar Commuter Rail in downtown Minneapolis. In Bloomington, a new station has been built on 34th Avenue at American Boulevard (80th Street). Unfortunately, Bloomington eliminated signal preemption for trains on 34th Avenue in last year.

The platform extensions to accommodate three-car trains are complete. Seven of the stations including Lake Street and Lindberg Terminal could already accommodate longer trains so only ten stations needed to be lengthened. The additional light rail vehicles necessary to operate regularly scheduled three-car trains may be delivered with the Central Corridor order. The Met Council's 2030 Transportation Policy Plan states that the goal is to be operating three-car trains on Hiawatha by 2020. In the meantime, three-car trains are being operated after Twins games, to the extent that additional cars are available. The same will undoubtedly happen for Vikings games.

Northstar Commuter Rail Line

On November 16, 2009, Metro Transit began service on the Twin Cities' first modern commuter rail line between downtown Minneapolis and Big Lake, a 40 mile run. There are six trains in each direction on weekdays and three trains in each direction on Saturdays and Sundays. Heading north out of Minneapolis, there are five stations – Fridley, Coon Rapids, Anoka, Elk River, and Big Lake. Additional locally-funded stations may be added in the future at Foley Blvd. in Coon Rapids and Ramsey. Both sites continue to be served by competing express buses.

It is anticipated that the line will eventually be extended to St. Cloud. Those looking for a round trip out of Minneapolis can catch a 3:55 PM train out of Minneapolis on weekdays. After a 20-minute layover in Big Lake, the train returns to Minneapolis. There are two runs on weekends that accommodate a round trip without spending the night in Big Lake.

Enormous loads are being carried to Twins games at Target Field. The first game saw 500 passengers arrive by train. This rose to over 1600 the second game and 2000 the third. Given a seated capacity of 700 on a five car train, that left 900 people standing on the second day. Northstar improvised by adding a sixth car for the train that carried 2000. With six cars, the two end cars can only put one of their doors on the platform, so the two doors that don't reach are deactivated. Metro Transit deployed cleanup buses at the Fridley station in case everyone couldn't squeeze onto the train. More

Front cover: This special issue is devoted to the Como-Harriet line in the Linden Hills neighborhood of Minneapolis. In August 1952, a downtown-bound Oak-Harriet car pauses at Upton Avenue to board passengers, between the buildings that today house Great Harvest Bakery and Bayers' Hardware. Jim Kreuzberger photo.

Inside front cover: Headed for Lake Harriet, a southbound PCC car crosses 34th Street, just east of Lake Calhoun. It has just left the alley right of way between Irving and James Avenues. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

recently, Twins game trains have increased in size to eight cars on weekdays and reportedly 12 cars on weekends.

For more information, check out www.metrotransit.org/Northstar/riding.asp

Central Corridor

This line will connect downtown Minneapolis and downtown St. Paul running on Washington and University Avenues. It will share tracks on 5th Street in downtown Minneapolis with the Hiawatha light rail line. It is hoped that the Federal Transit Administration (FTA) will approve a Full Funding Grant Agreement (FFGA) for the line this year so that serious construction can begin in time to accommodate a 2014 opening. Unfortunately, in September the University of Minnesota administration filed a lawsuit seeking protection from the "adverse effects" of the light rail line. After many months of negotiations, a preliminary agreement was reached that allows the project to move forward, even though the major issues remain unresolved.

In late May, the FTA gave the green light to begin final engineering, the last step before the full funding grant agreement that is the project's final hurdle. Utility work has been underway since last year in downtown St. Paul. On and around the U of M campus, where Washington Avenue will become a transit-only mall, streets are being reconfigured to create alternate routes for automobile traffic. For more information, check out: http://www.metrocouncil.org/transportation/ccorridor/centralcorridor.htm

Southwest LRT

This proposed light rail line will link downtown Minneapolis to Eden Prairie and pass through St. Louis Park, Hopkins, and a part of Minnetonka. An important alignment decision was made in October when the Hennepin County Regional Rail Authority voted for the Kenilworth alignment, which would use the existing county-owned rail corridor between Cedar Lake and Lake of the Isles for access to downtown Minneapolis. The final alignment approval came from the Metropolitan Council in May.

An aggressive schedule calls for Preliminary Engineering to begin this year. This will include a study to determine how the freight trains will be diverted from the Kenilworth Corridor. The leading alternative is to construct an interchange track from the Southwest Corridor to the Dan Patch tracks just west of Wooddale Avenue and Highway 7. Final Design and construction would begin in early 2012 with completion in 2015, just one year after the Central Corridor opens. Some feel that a 2017 opening is more realistic. For more information, go to www.southwesttransitway.org/

Bottineau Corridor

The Bottineau Corridor is a latecomer to the Twin Cities light rail dialogue. It was originally planned as a busway connecting downtown Minneapolis to the northwest suburbs along Co. Rd. 81, also know as Bottineau Blvd. But Hennepin County traffic engineers realized that the projected growth in traffic on that corridor precluded allocating space for a busway. Attention was then focused on the BNSF rail corridor paralleling Co. Rd. 81 as a possible light rail line. The rail line is known as the Monticello subdivision or "Monti sub." But early analyses have shown that the corridor has neither the ridership nor the development potential to qualify for FTA light rail funding at this time.

Midtown Greenway Streetcar

The Midtown Greenway is the former Milwaukee Railroad corridor that runs across Minneapolis just one block north of Lake Street, almost entirely in a trench. It is a very popular biking/walking trail today. A streetcar line connecting the Hiawatha and Southwest LRT lines along that corridor has been proposed. Work on that line was on hold for over a year pending the alignment decision for the Southwest corridor. But as of early January, the pace is quickening and there is a great deal of interest in exploring potential funding sources for a streetcar line in the Midtown Greenway. To learn more, go to www.midtowngreenway.org/railtransit/

This oft-published photo shows the Motor Line just north of the Lyndale pavilion. The location is approximately 34th and Irving Avenue. It is pulled by a small steam locomotive disguised inside a fake passenger car shell. The building by the rear of the train at right may be the original engine house, replaced in 1886 by a roundhouse at 31st and Nicollet Avenue.

FTA Rule Changes

On January 13, the Federal Transit Administration announced significant changes in the rules used to evaluate transit projects requesting federal funding. As this time, it is not clear what impact those changes will have on Twin Cities' projects in various stages of planning.

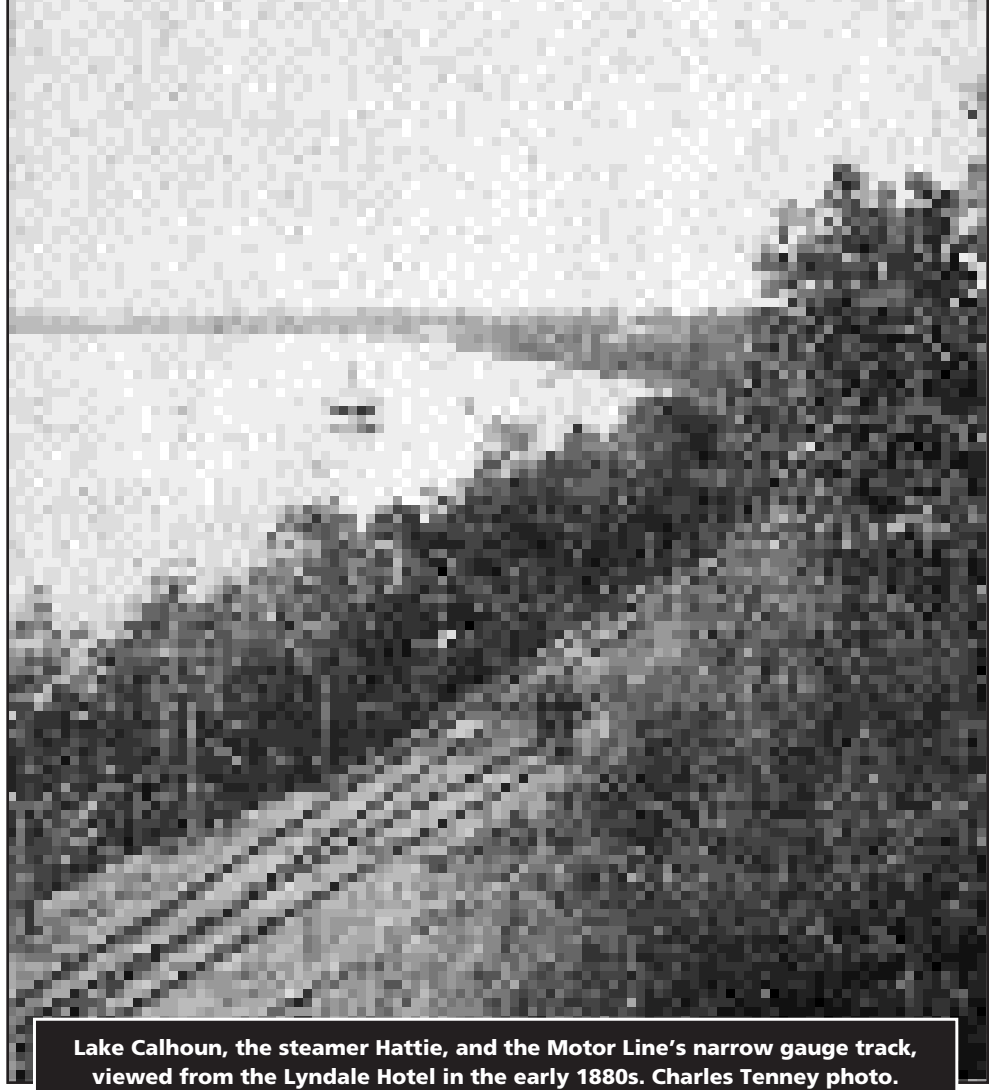
STREETCARS IN LINDEN HILLS

This special issue of Twin City Lines explores the history of streetcars in the Linden Hills neighborhood. We do it so our members, local residents and the visiting public can better understand how our small, preserved piece of the Como-Harriet line fits into the history of our neighborhood.

The City of Minneapolis draws the boundaries of Linden Hills as Lake Harriet on the east, Lake Calhoun on the north, France Avenue on the west and 47th Street on the south. For purposes of this issue, we'll stretch that to 34th Street on the north and 50th Street on the south.

THE MOTOR LINE

As Minneapolis grew during the 1870s, Lake Calhoun became a recreational destination for tourists and city dwellers. Hotels began to appear along the lake shore. Colonel William S. King in 1877 sought to develop the recreational market further by building a large entertainment pavilion on the bluff overlooking the east side of the lake between 35th and 36th Streets. He also launched the sidewheel steamboat Hattie on Lake Calhoun. The lake lacked only a public transportation link to the city. In 1879, McCrory supplied that link by building the Lyndale Railway. It passed through downtown on 1st Avenue S. (later renamed Marquette Avenue) to 13th Street, then out Nicollet Avenue to 31st Street to Lake Calhoun. The initial right of way left 31st Street at about Hennepin Avenue, turning diagonally southwest to the hotel. An engine house was built near 34th and Irving. In 1883 the alignment was changed, continuing west on 31st Street to the alley between Irving and James Avenues.



Lake Calhoun, the steamer Hattie, and the Motor Line's narrow gauge track, viewed from the Lyndale Hotel in the early 1880s. Charles Tenney photo.

Unlike the horse drawn streetcars of the Minneapolis Street Railway, the Lyndale Railway used small steam locomotives called "motors" to haul short trains of open and closed coaches, and was quickly dubbed the Motor Line. Running time to the lake from downtown was about 30 minutes and trains ran every 45 minutes or so.

The pavilion was expanded in 1883 and converted into the Lyndale Hotel. If Lake Calhoun was a good travel market, reaching nearby Lake Harriet would only make the Motor Line more attractive. That happened on July 5, 1880, as related in this story from the Minneapolis Tribune.

July 5, 1880

"THE LYNDALE EXTENSION A RIDE ON THE MOTOR

It is doubtful if any enjoyed the fourth of July better than those who took a quiet trip on the Lyndale line yesterday, and found health and happiness in the refreshing breezes of the beautiful lakes. All day the busy little motors were running back and forth dragging their carloads of people to the country. What was noticeable—too, was the fact that the list of passengers was largely composed of the laboring classes, of those whose means did not allow any mere extravagant pleasure, and who found in a quiet day at the lake the rest and recreation which a week of work demanded.

THROUGH TO LAKE HARRIET

This extension increases the pleasure of the trip and the utility of the line. Two lakes, among the most attractive in the vicinity, are thus thrown open to the city, while the trip between the two lakes is a very pleasant one. Leaving the former terminus of the line near the Pavilion, the track passes around upon the edge of the bluff, and follows the lake for some distance. Being elevated some thirty feet above the water, a most attractive view is afforded of Lake Calhoun, with the sailboats skimming the surface and the industrious little steamer splashing its way along. For a quarter of a mile the line follows the lake shore and then starts across from Lake Harriet. It is built right through the woods and upon either side are groves of large trees. A little further on the timber changes to tamarac, the spicy perfume of which fills the air. The road passes through more than a mile of this.

The extension terminates in a beautiful grove on the shores of Lake Harriet. A neat little depot has been

erected, where refreshments will be served, while boats upon the lake offer the pleasures of the water. Lake Harriet is destined to become more favored than its neighbor. It is the intention to clear away the underbrush through the entire length of the line, which will increase the beauty of the prospect, and furnish many delightful spots for picnickers. Yesterday's train ran through to Lake Harriet, but the line will be formally opened today, when some work yet to be done on the terminus will be completed."

Passengers mobbed the new service the next day, again from the Tribune.

July 6, 1880

"THE GLORIOUS FOURTH

All day the cars were crowded with such jams as they had never seen before. Starting from Bridge Square every seat would be filled before the train reached Washington Avenue, while the people would be standing upon the steps and clinging to everything that offered a hold. Each train that went out left as many as it carried standing on the corners and dubiously eyeing the crowded cars, while all along the route were scattered little knots of people resolutely sitting on their lunch baskets and determined to go to the lake if it took all the afternoon. The motors were taxed to their utmost, and upon some of the grades were obliged to back and take a new start.

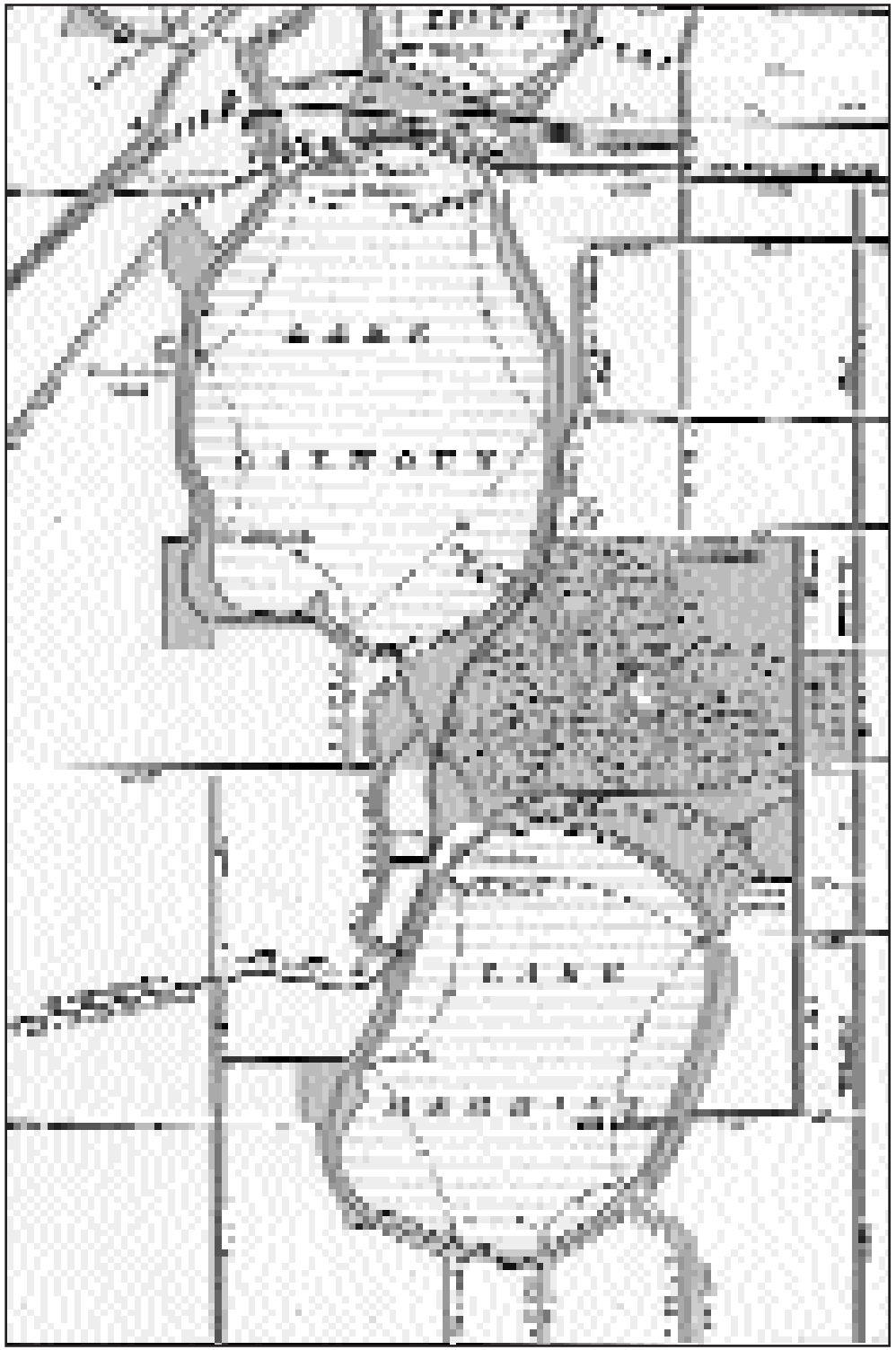
The attractions at Lake Harriet and the novelty of the trip were sufficient to take most of the crowd to the end of the line, where several thousand people were scattered through the grove, enjoying themselves as fancy suggested."

While Calhoun and Harriet were popular with the locals, Lake Minnetonka had entered its boom period as a national tourist destination. McCrory renamed his railroad as the Minneapolis, Lyndale & Lake Minnetonka and completed the extension to Excelsior in 1881. To reach the big lake, tracks were extended south along the west shore of Lake Harriet, then in a sweeping curve onto a westerly alignment along the north side of 44th Street.

Motor Line ridership grew from 161,224 in 1880 to 552,321 in 1884. As it turned out, however, Minnetonka tourism was a bubble that deflated with the Panic of 1893. Well before that, tough competition by three other, much larger railroads pushed the Motor Line out of the market. With its roundabout route, poor narrow gauge track and engine change at Lake Calhoun, the Motor Line simply couldn't compete. Travel time from Minneapolis to Excelsior was 75 minutes on the Motor Line, compared to 45 minutes on the Minneapolis & St. Louis. In 1886 it abandoned the line back to Lake Calhoun, but service was extended again to Lake Harriet in 1887. Despite being gone for well over a century, the Motor Line name survives to this day in the form of Motor Place, extending from Beard to Chowen Avenues just north of 44th Street, and Motor Street, near 44th and Brookside in Edina.

ELECTRIFICATION

When the Motor Line opened, horse power was still the primary propulsion for street railways. Horses were slow and expensive, but mechanical substitutes were problematic. Steam power, though reliable, was unpopular because of the smoke and soot. The Motor Line was under siege for its use of steam locomotives from the day it opened. Cable cars, invented in San Francisco, were implemented nationwide, including St. Paul, but were extremely expensive to build and maintain.



Electricity proved to be the right answer. Multiple inventors experimented with it during the 1880s until inventor Frank Sprague's efforts proved successful in 1888. His designs swept the nation, and over the period 1890-92 the Minneapolis horse car system was electrified. This included the Motor Line, which had come under the control of the Minneapolis Street Railway in 1886.

The Minneapolis transit system's track had originally been laid to the narrow gauge of three feet between the rails. As part of electrifying the system, all the track was relaid to the railroad standard gauge of four feet 8.5 inches. On May 24, 1891, the electrification reached Lake Harriet. Three months later, on August 13, the line was rerouted from Nicollet Avenue to new track on Hennepin Avenue between downtown and 31st Street, establishing the route that would last until abandonment in 1954.

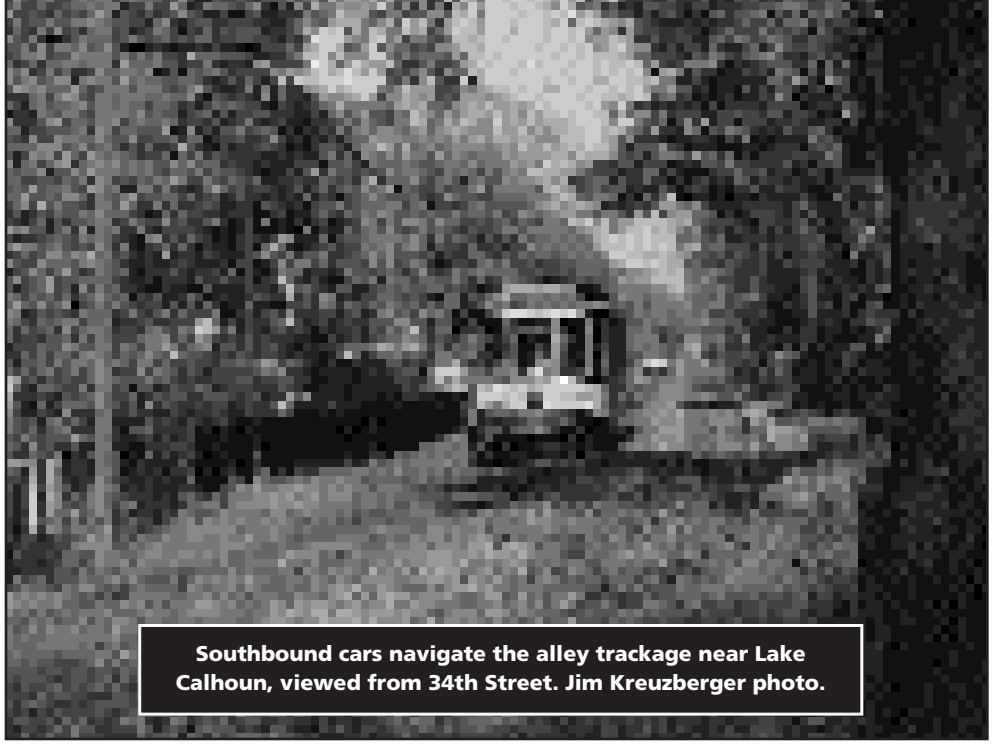
Electrification dramatically improved service. The Motor Line's route via Nicollet Avenue required 35 minutes from downtown to Lake Harriet. This was reduced to about 25 minutes by the faster accelerating streetcars on the more direct Hennepin Avenue route. The biggest change was frequency. The Motor Line ran about every 45 minutes to Lake Calhoun, and only half of those trips continued to Lake Harriet. We don't have a timetable for the streetcars, but it seems likely they ran at least half-hourly. After the neighborhoods west of Lake Harriet filled with housing, cars ran every few minutes. The electrics had a much greater capacity to add extra service for special events, such as the 1893 Independence Day, recounted in the Minneapolis Tribune.

July 5, 1893

"Lake Harriet was the mecca for the greatest crowd that has ever visited it, for aside from the people who had gone there to picnic and who remained until night, an immense crowd from both this city and St. Paul had been gradually gathered at the lake all through the day, and when sundown came the cars were so packed with humanity that the only way to secure a seat was to board a car going the opposite direction, pay two fares, and thus get to the lake in the center of a crowd that was all an electric car could stagger under.

Downtown streets were packed with people anxious to get to the lake, Hennepin Avenue near the transfer station and Nicollet at Washington Avenue being the scenes for hurrying crowds eager to get even a foothold on the steps of the cars. The result was when it came time to give the pyrotechnic display, there was such a crowd within the enclosure at Lake Harriet as that lake has never seen. The crowd was so dense that it was impossible to get within sight of the display, and those who came last were compelled to be satisfied with the aerial flight of rockets and the bursting of bombs. However good the display might have been, it was forgotten in the scenes that followed, when some 15,000 people began the trip back to the city.

That the crowds were good-natured was fortunate, or things might have been serious. Some people began to see that there might be trouble in getting home early, so as early as 9 o'clock a crowd gathered at the exit gates, which for some reason were shut. The crowd soon became dense, and as the gates still remained closed people pressed toward the front, until several women fainted, and then a number of the men put their shoulders to the gates and opened a way to let those out who wished to retire. Other portions of the crowd hastened toward the end of the fences, a few fence slats were broken and soon the crowd invaded the tracks and filled the cars in waiting to overflowing. For some reason the cars



Southbound cars navigate the alley trackage near Lake Calhoun, viewed from 34th Street. Jim Kreuzberger photo.

A block south of 34th Street was a stop with steps leading up to a short street now called Coniaris Way. The steps and platform remain today, and the right of way is a walking path. Ed Nelson photo.

On the shelf below St. Mary's Greek Orthodox Church, a PCC car approaches the bridge over 36th Street. Jim Kreuzberger photo.

did not move. It was learned afterward that there was trouble with the power. The crowds had tracked sand deep over the track, and when the power was turned on the cars could hardly be moved over some portions of it.

People piled on top of the cars and so loaded them down that the wheels scraped upon the bottom of the cars. At 10:15 a Hennepin Avenue car moved slowly away, with an immense crowd, the people aboard cheering. The load was so heavy that the driver was obliged to reverse in order to stop it when necessary, and this frightened the occupants, as the machinery made some noise. When part way toward town a rough place of track was struck, and the roof began to cave in, there was a yell and the roof was cleared of its occupants. This car reached Washington Avenue at 11:45.

Still there was little diminution of the crowd at the lake, and hundreds walked into town. Steps were broken from cars and people still crowded on. It was long past midnight before the last car left the lake.

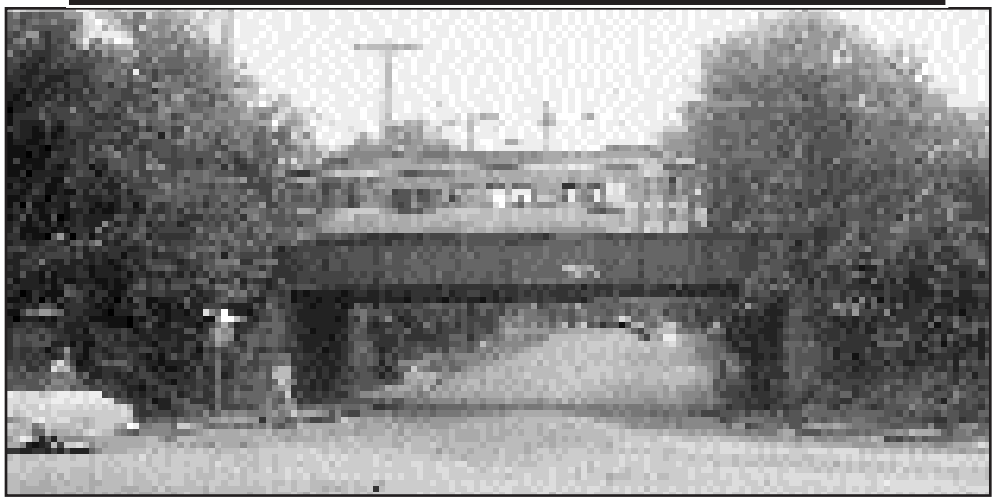
Hundreds of people who started for the lake about 8 o'clock failed to get there. Scores of cars reached 31st Street and the bend near Calhoun, and the demands on the power became so great that it was insufficient to move the cars. A general blockade followed. People, giving up the attempt to reach Harriet as hopeless, took a returning car and at a crawling pace returned to the city.

A car going out the 1st Avenue line was so heavily loaded that its wheels scraped on the car bottom, and when it reached 11th Street the hind wheel of the trailer broke, the car went from the track and was forced toward the center so that its corner struck the pole that holds the wire and demolished it as well as the front of the car. The wires dropped to the car, there was a shower of sparks, several screams, and the people piled from the car as fast as possible.

A Hennepin Avenue motor went in its proper course, but the trailer started toward Bryant Avenue, and there was another delay.

At 2:30 a. m. the cars were still running and the majority of the people succeeded in getting a berth in the last trains. Many slept at the lake in the

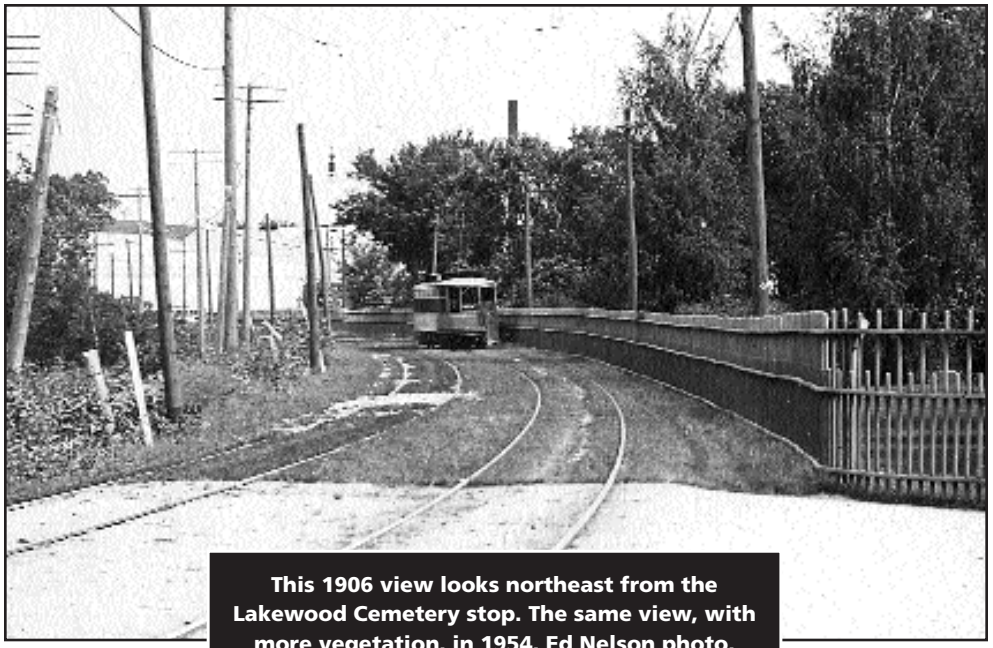
The streetcars crossed 36th Street on a deck girder bridge. Steps from the street at lower left gave access to a boarding platform on the north side of the street. Below: Preserved streetcar 1300 occupies the bridge on June 19, 1954, the last day a streetcar ran on the Como-Harriet. Ed Nelson photo.



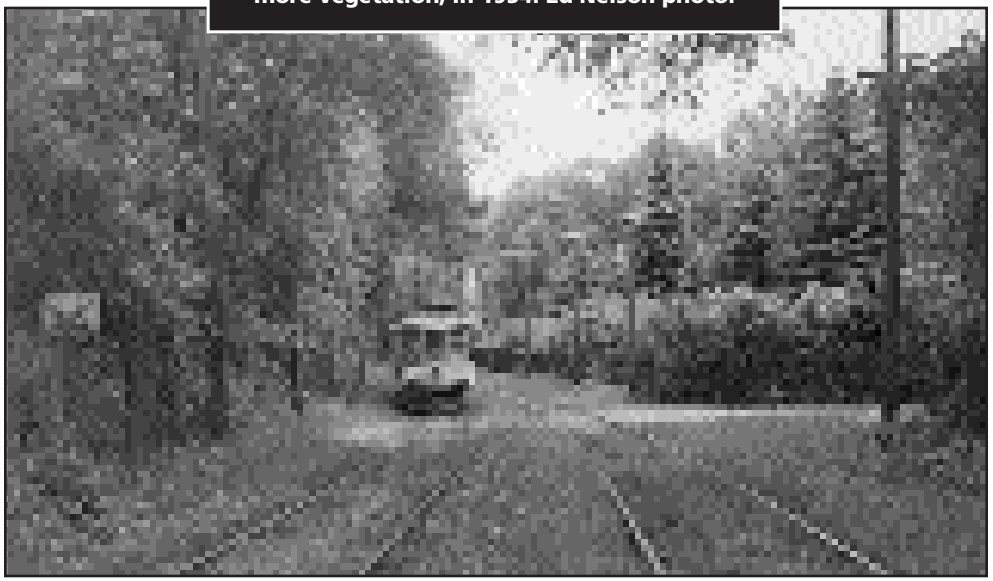
grass, others remained at the pavilion, and still others found sleeping places at neighboring houses.

People who went to Lake Harriet last night will long remember the 4th of July of the year 1893."

In response to the huge crowds that visited Lake Harriet on summer weekends, TCRT undertook a number of improvements. The early history is somewhat murky, but we know that 1900 saw the construction of two depots at the lake. A large, oblong wood waiting shelter was erected next to the new pedestrian underpass. Meanwhile, a small depot was built at



This 1906 view looks northeast from the Lakewood Cemetery stop. The same view, with more vegetation, in 1954. Ed Nelson photo.



42nd Street for the use of neighborhood residents. This Tribune story describes the line changes between Lakes Calhoun and Harriet, including the new Interlachen bridge over the tracks that remains in place today, and the pedestrian underpass at Lake Harriet.

May 4, 1900

"CHANGES AT THE LAKE

The improvements at Lake Harriet are being rushed with such energy that in all probability the season at this popular resort will be formally opened Sunday May 13.

The Twin City Rapid Transit Company commenced the lowering of its tracks from the cemetery to the lake three weeks ago and during that time has had between 150 and 200 men employed on the work.

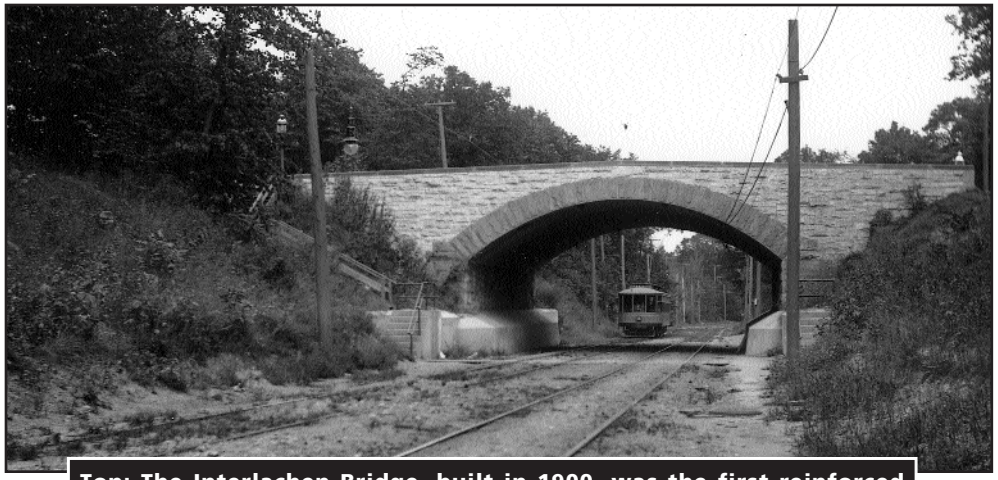
The lowering of the tracks is to accommodate the Park Board. The board will make several changes in the driveway between Lake Calhoun and Lake Harriet. The course of the driveway will be about 100 feet north from the old road, and a new bridge will be built. This bridge will cost $6900, and be of artistic proportions.

While the Twin City Rapid Transit Company hopes to be able to accommodate its patrons in ten days, the park drive will not be open to the public until June 1, at the earliest. The old bridge has been torn down, and those who wish to drive to the lake now are compelled to take the old road to the top of the hill, and then turn in to Cottagewood and make a round-about trip.

The work the street railway company is having done means a great improvement to the district, but it is being done at a great expense. The trackage is affected a distance of a mile, and is being lowered six feet.

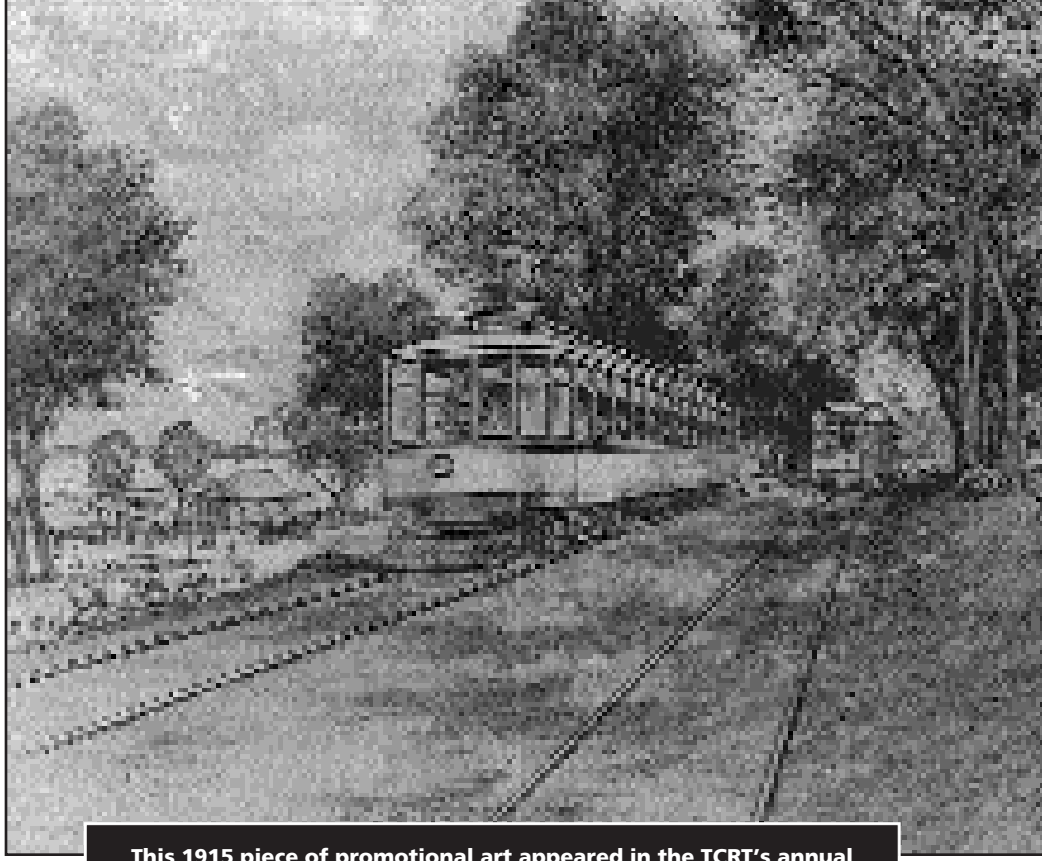
At the lake terminal a great improvement will be made. The old station has been torn down, and will be replaced by a modern structure. The old building led the passengers up and over the tracks, but the new station will work just the opposite. The passengers will make their way from the cars to the lake front through a sub-way. The lay of the ground will not necessitate this being extended any considerable distance. The sub-way will be well-lighted and of sufficient width to accommodate the passing to and from of any number of people."

Looking north from the William Berry Road Interlachen bridge, the tracks ran north along the Lakewood Cemetery fence toward Lake Calhoun. Today's museum track turns left, because the cemetery acquired this right of way.



Top: The Interlachen Bridge, built in 1900, was the first reinforced concrete arch in Minnesota. In 1905 (center), TCRT lowered the track to accommodate its experimental double deck streetcars, as well as the six Lake Minnetonka express steamboats, which were shipped over the line.

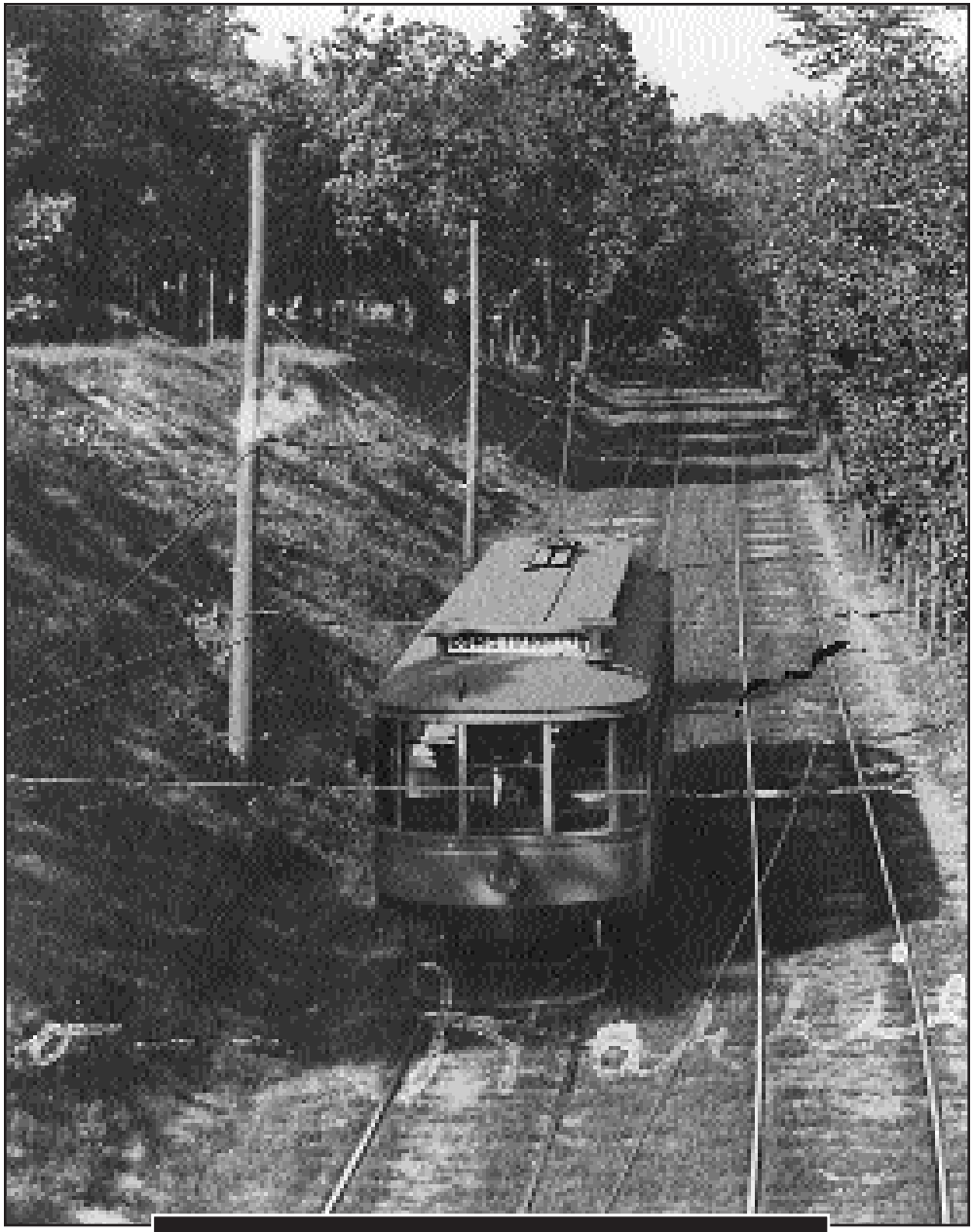
Passengers bound for lake concerts used the pedestrian underpass. A month before abandonment in 1954, a southbound car pauses at the Lake Harriet depot.



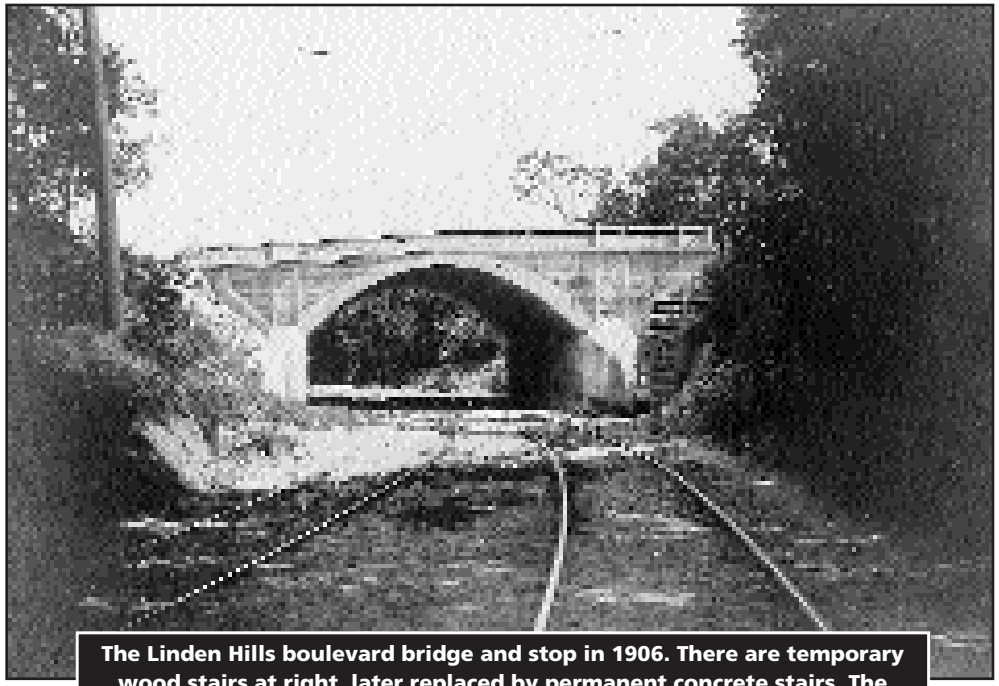
This 1915 piece of promotional art appeared in the TCRT's annual tourist brochure, as well as postcards. It looks south from 42nd Street. In the distance is the original 1900 depot, sold to the Park Board and moved to the west lake shore to serve as the canoe rental office.

Left: Between William Berry Road and 42nd Street, the line traverses the S-curve through the Lake Harriet glen, shown here in a 1909 postcard and a 1950s view.

Taken about 1906, this view looking north toward 42nd Street shows the 1900 depot and is the only known photo of the long waiting shelter located next to the pedestrian underpass.



Viewed from the Linden Hills Boulevard bridge, a southbound car passes the site of the present museum carbarn about 1910. Note that the concrete retaining wall is not yet in place. It would be constructed in 1916.



The Linden Hills boulevard bridge and stop in 1906. There are temporary wood stairs at right, later replaced by permanent concrete stairs. The present west side stairs have also not yet been built.

Looking down from the Linden Hills Boulevard bridge, the tracks curved west toward the Linden Hills business district.

Apartment buildings and garages on the south side of 43rd Street replaced the Lake Harriet loop, seen here about 1910. These low quality snapshots show the seldom-used loop in its later years, with a streetcar passing on the main line.

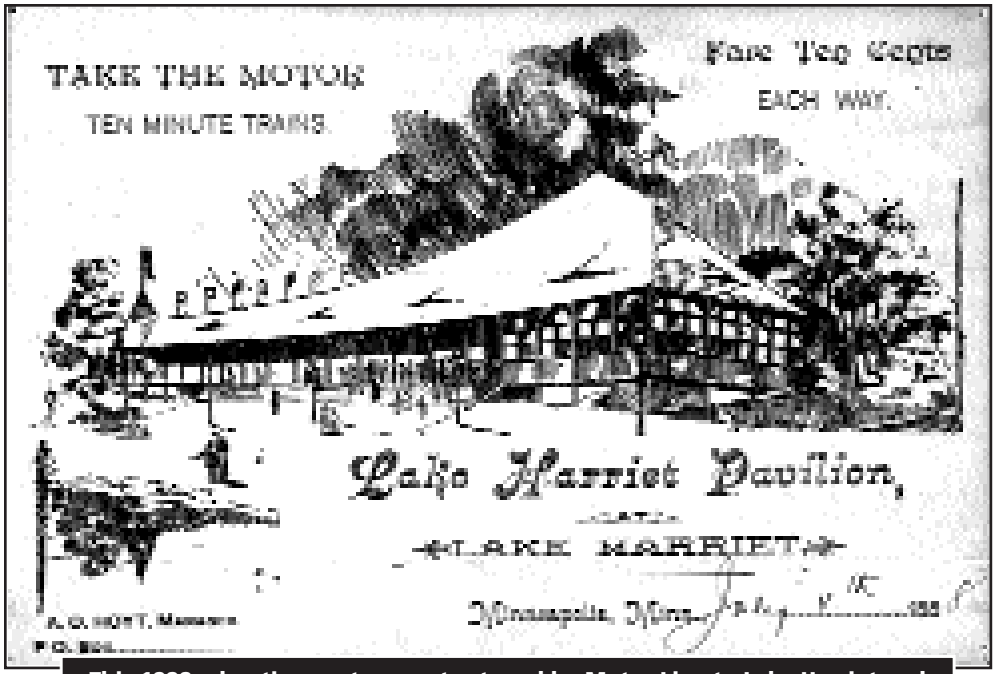
THE LAKE HARRIET PAVILIONS: Recreation and Entertainment at Lake Harriet

-Peter Sussman

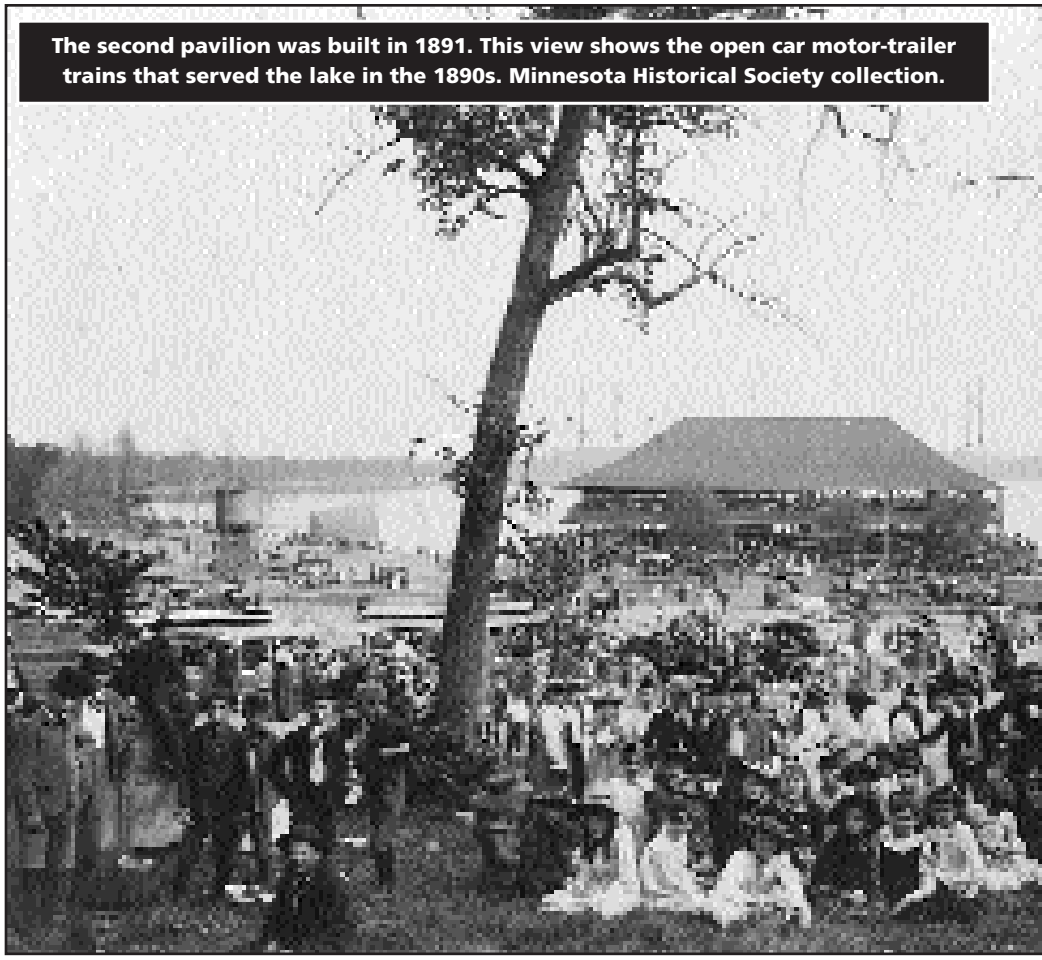
Lake Harriet was transformed by the 1880 Motor Line extension from Lake Calhoun as it became accessible to the masses, starting traditions continuing to this day. Conceived largely as a boost to property values, due to lags in residential development, the story of the Motor Line and street railway at Lake Harriet up to 1900 is in greater measure that of serving a country resort.

Through 1886 ridership was encouraged by providing open air concerts and modest refreshments. Picnic parties, boating and camping were popular and large crowds gathered each year to celebrate the Fourth of July. By August of 1886 the Minneapolis Board of Park Commissioners ordered the removal from Lake Harriet of a Motor Line excursion steamer, as the shoreline had passed entirely under its control.

In March 1887 the Minneapolis Street Railway Co. (MSR) leased the Motor Line trackage to Lake Harriet and acted quickly to maintain a predominant position over the Park Board, which had just leased refreshment privileges to Charles Reeve. MSR president Thomas Lowry initiated the pavilion era in the spring of 1888 by building on his private grounds facing the Lake Harriet boulevard a grand "pavilion, summer garden and dance hall". Architects Long and Kees – who were about to be awarded the commission for the new City Hall and Courthouse – designed a 400 foot long building featuring an auditorium for 1,500 and a refreshment room facing the boulevard seating up to 500.



This 1888 advertisement promotes travel by Motor Line to Lake Harriet and shows the first pavilion, located hard up against the lake side of the tracks.



The second pavilion was built in 1891. This view shows the open car motor-trailer trains that served the lake in the 1890s. Minnesota Historical Society collection.

"Thomas Lowry hasn't a grip on the entire earth yet", ran a June 30 Minneapolis Journal editorial, "He reaches out for a new chunk every now and then. The Lake Harriet pavilion opens today. This is a small chunk, but it's Lowry's".

Lake Harriet in 1888 was still far enough out in the country that the pavilion featured milk and ice cream provided from the nearby herd of imported stock belonging to Reeve's Sunnyside farm on Lake Harriet. That arrangement apparently assuaged Reeve, who subsequently abandoned his plans for the extensive refreshment and boating facilities he had proposed as the Park Board's lessee.

Lowry promised concerts of the highest respectability and well maintained picnic grounds in addition to quality refreshments. Popular success was elusive however. Lake Harriet proved too far out to support a summer opera. The unfortunate layout of the pavilion required passengers of the Motor Line to arrive and depart through the auditorium to reach the lake, with predictable chaotic effect. By 1889 management first proposed adding a floating bandstand on the lake in a sign of future orientation.

Service improvement through

conversion of the Lake Harriet line from steam motor to electric traction was eagerly awaited and was expected to boost the popularity of lake travel. Anticipated by late 1890, conversion finally occurred on May 24, 1891.

Earlier that spring the Park Board granted approval for the first floating bandstand on the lake and that work had commenced when on June 22 a fire totally destroyed the 1888 pavilion.

Voicing little regret, MSR superintendent Calvin Goodrich within days announced a location for its replacement – extending over the shoreline of Lake Harriet. As the Park Board controlled that site, a ten year lease arrangement was entered into under which the MSR entertainment program would be subject to review and approval by the Board. In return the Park Board covered a portion of the program cost from increased boat rental income.

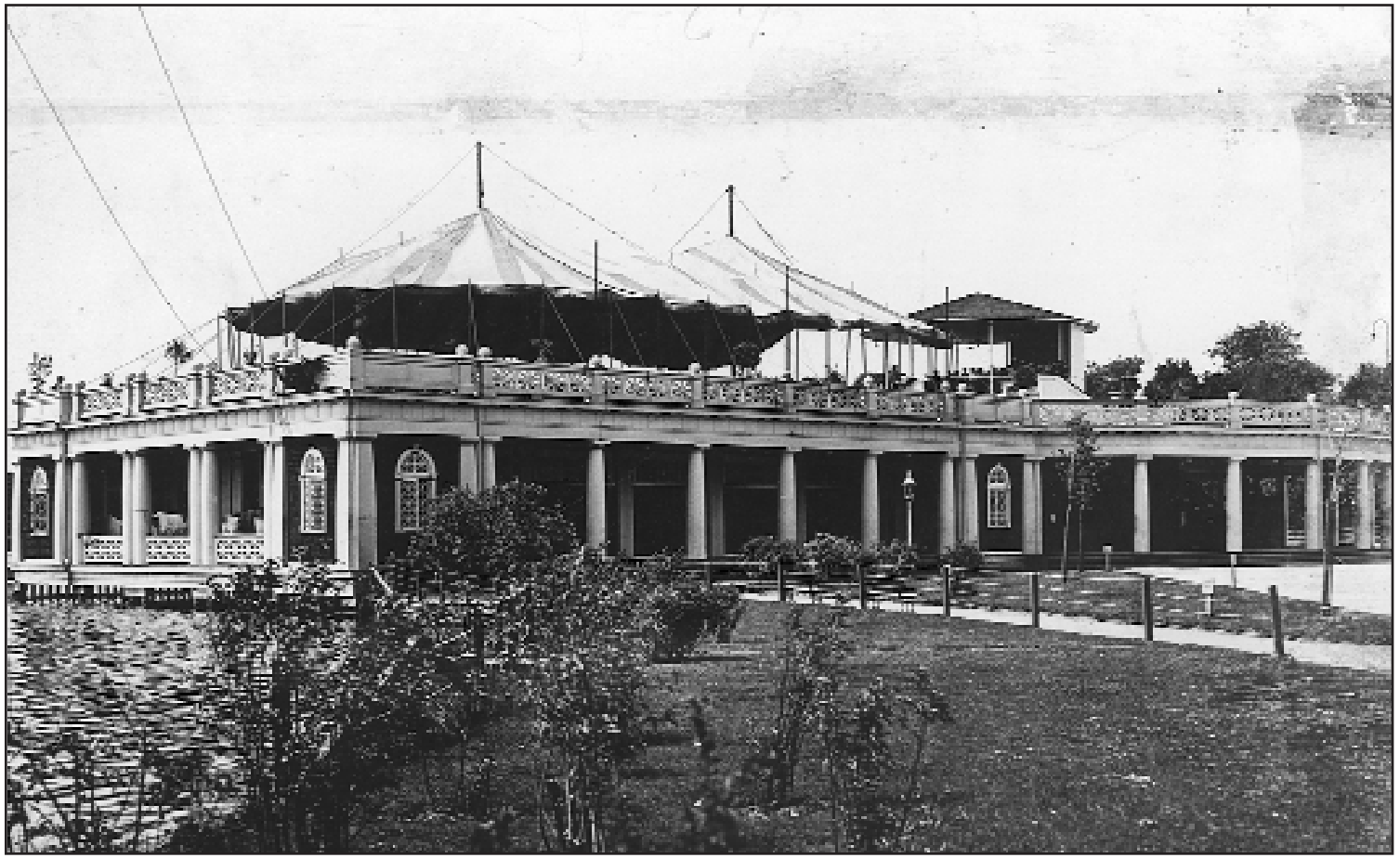
Goodrich hired architect Harry Wild Jones to design this two story pavilion, which took 24 days to build. Jones' design for the Minnetonka Yacht Club the previous year had been much acclaimed. Both the yacht club and the Lake Harriet pavilion drew inspiration from traditional Chinese timber pagodas and were faced in a Shingle Style surface of patterned wood shingles.

It would be this pagoda-style pavilion that would become most closely identified with the grand era of Lake Harriet as a streetcar resort. Refreshments were served in the pavilion's lower level while music played from a floating platform could be enjoyed from the lakeside of both pavilion levels.

An 1891 visitor to Lake Harriet from Pittsburg recounted the band's floating stand as something unique. "It bears a marked resemblance to an exaggerated half barrel flattened at one side and pointed at one end. Into the open end of this queer arrangement the members of the band with their instruments file and are sent a considerable distance out upon the bosom of the lake".

The new pavilion proved such a success that Lowry brought a delegation of St. Paul city and park officials over in 1892 to view as a prototype for his proposed pavilion at Como Park, built the following year.

In 1893 seating at the Lake Harriet pavilion was increased to accommodate up to 5,000 by building two flanking amphitheater style wings out into the lake. Harry Wild Jones, by then a park commissioner, was again



The last of the three pavilions built by the streetcar company was opened in 1904. Minnesota Historical Society collection.

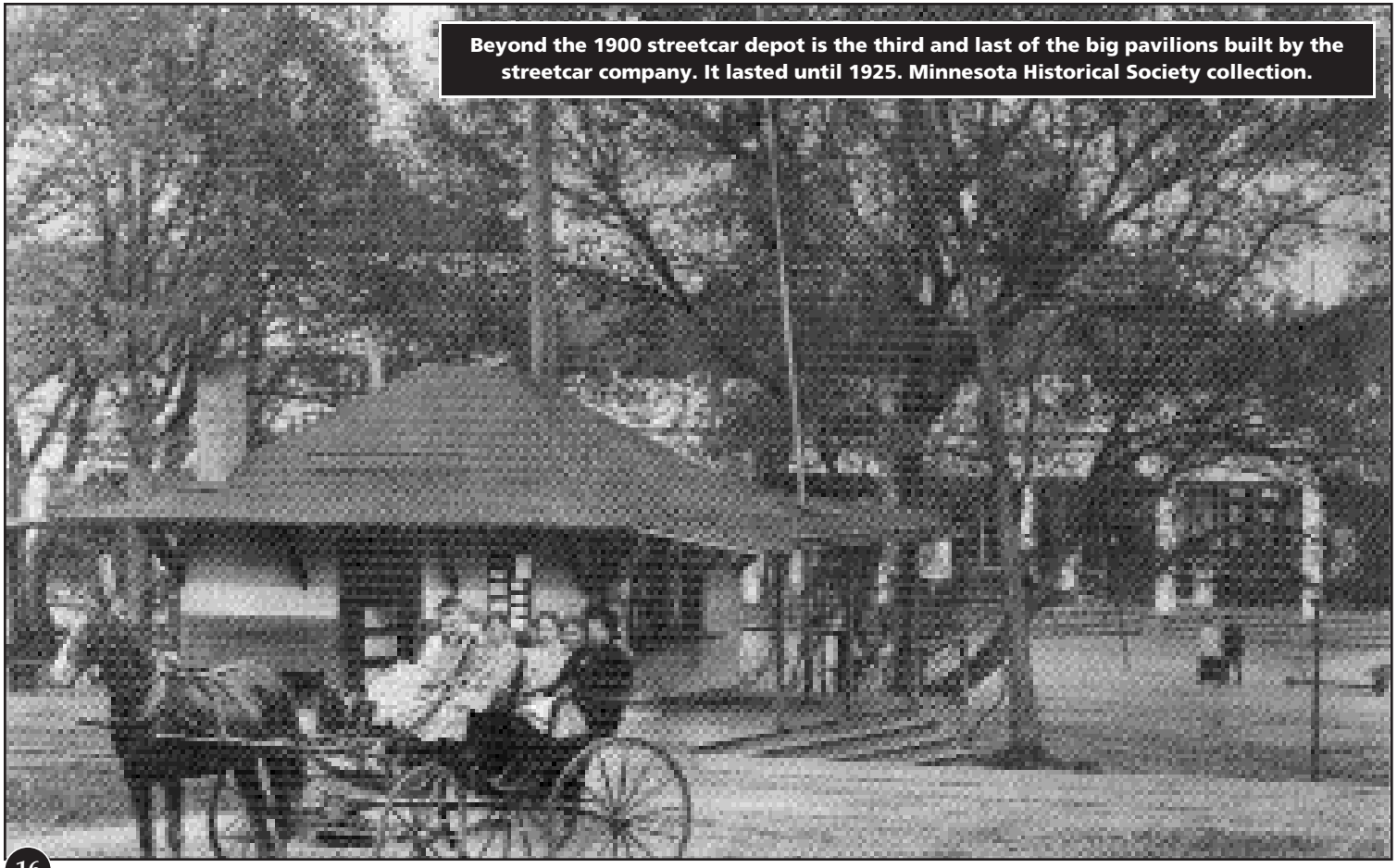
hired by MSR for this work. An elaborate covered floating stage built at this time was subsequently modified to resemble a ship. Jones objected to a later floating stage built in 1897 for operas without his design input and got the Park Board to order its removal. A final floating stage built in 1899 met its end when blown across the lake in an August 1902 storm.

Early concerts through 1894 were popular and praised as "first class" by the Board. Tension with the Park Board arose when MSR, facing a drastic reduction in ridership during the 1890's bicycle craze, introduced popular vaudeville acts into concert programs to increase patronage. Board president Folwell fumed over entertainment not appropriate to the ends of a public park and urged the Board to provide its own program of high class opera. The Board periodically considered exercising its right under the lease agreement to purchase the pavilion but finances did not permit that.

A brief season in 1898 ended with the July 2 opening of the Como-Interurban-Harriet line. "Everything in the nature of entertainments as heretofore provided by the Street Railway Company was shifted to Como Park in St. Paul to draw Minneapolis patrons out on the new line to that resort".

A truce was arranged which led to the 1899 engagement of the Italian

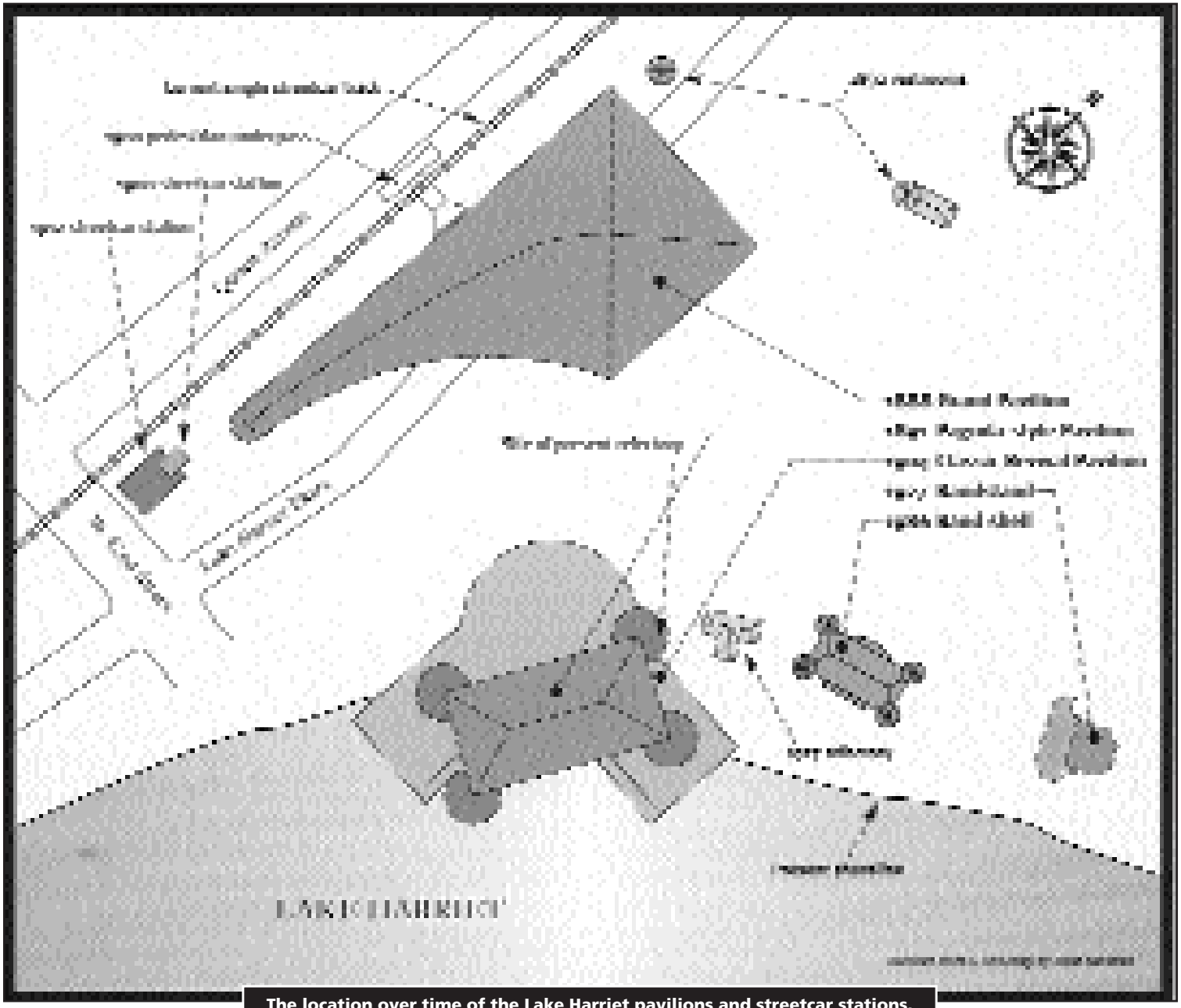
The 1900 Linden Hills depot had a surprisingly long life after being replaced by the chalet station in 1912. Sold to the Park Board, it was moved to the west shore of Lake Harriet where it served as the boat rental office. Later it was moved next to the 1927 refectory building, seen here in 1953. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.



Beyond the 1900 streetcar depot is the third and last of the big pavilions built by the streetcar company. It lasted until 1925. Minnesota Historical Society collection.

Banda Rossa conducted by Eugenio Sorrentino. Near the end of their engagement Sorrentino introduced his "Harriet March", composed to reproduce "in beautiful tone pictures the tranquil scenery of Harriet – the wild tumult of storms sweeping over the surface of the lake and the moaning of the winds that sigh through the oaks on the hills". Sorrentino's popularity was assured and his final concert closed with a standing ovation – "a great volume of wild applause burst forth and the admiring men and women waved their hats and handkerchiefs while Sig. Sorrentino bowed and smiled in the most sincere appreciation".

During the height of entertainment



The location over time of the Lake Harriet pavilions and streetcar stations. Map by Peter Sussman.

revival in 1901 the Minneapolis Journal described a nightly journey taken from Lake Harriet by H. M. Barnet, "concessionaire extraordinary at Lake Harriet, Como and Wildwood. Mr. Barnet has the refreshment privileges at these three famous street railway resorts and this sleeper is his private car, where he saves time by sleeping while traveling. He goes to bed at Lake Harriet every night, after a dip in the lake, and wakes up the next morning at Wildwood, three hours' ride away. The sleeper is one of the old "whalebacks," which used to run on the steam motor line and some of which are now to be seen on the Minnehaha line. Mr. Barnet's time is valuable and he has a good deal of territory to cover in a day. So he besought General Manager Goodrich to let him have the ancient car so that he could have it fixed up as a traveling home. Mr. Goodrich readily consented and so the car was done off into a suite of rooms with every convenience necessary to make it habitable. The train crew is paid by Mr. Barnet and it takes his car out of the Lake Harriet yards every morning at 1 o'clock after he has retired for the night. The car reaches Wildwood at about 4 a. m. Mr. Barnet gets up in the morning whenever it suits him and the crew snooze peacefully until about 11, when they go out on an advertising tour of the streets of the two cities, arriving eventually at Lake Harriet along in the afternoon, ready to take Mr. Barnet, who has made the day trip back meanwhile in the ordinary way, to Wildwood the next morning".

A fire in March, 1903 cut short the revived popularity of the second Lake Harriet pavilion and ended the era of Lake Harriet as a streetcar operated resort. MSR terminated its lease agreement to provide entertainment and donated the $15,000 insurance it received towards a new pavilion to be owned by the Park Board. A matching loan to the Board was secured from the

Minneapolis Retailers Association. Goodrich indicated at the time that over the years the pavilions had been a financial drain, with net revenue being realized from summer lake traffic.

As a last gesture towards continuity, Goodrich hired Harry Wild Jones, still a Park Board commissioner, as architect for the third Lake Harriet pavilion. This first publicly owned music facility at Lake Harriet was designed by Jones as a "people's" pavilion in the Classic Revival style popularized by the Chicago Columbian Exposition of 1893. Built on the site of the 1891 pavilion, it also featured two wings extending out over the lake.

Concerts for 2,000 were held on the open rooftop garden level. Additional listeners in boats on the lake and in automobile or carriages on the concourse often doubled the total audience size. The lower level included a café, refreshment counter and changing rooms for lakeside swimming. On rainy evenings concerts were often moved indoors to the downstairs café.

Time took its toll and concerts were moved from the roof to the concourse in 1923 for public safety. In July 1925 a severe windstorm badly damaged the pavilion, killing two of the crowd seeking shelter before a concert. The Park Board temporarily moved concession operations to their nearby Swiss Chalet style streetcar station built in 1912.

As funds were unavailable for a substantial replacement facility, separate modest bandshell and refectory buildings designed by Down and Eads were built in 1927. Intended as temporary, the bandshell was finally replaced in 1986 and the refectory in 1990.

The design of the current bandshell and refectory by Milo Thompson of Benz Thompson Rietow was influenced by the surviving 1892 Lake Harriet restroom buildings designed by Harry Wild Jones to complement his 1891 pagoda-style pavilion.

The historic continuity of recreational and entertainment activities at Lake Harriet reaches back to the arrival of the Motor Line in 1880 and is reinforced today by the operation of the Como Harriet Streetcar Line in this setting.

Rediscovering the Lake Harriet "Chalet" Station

-Joe Metzler

Years ago, when I first saw the cover of The Como-Harriet Story I was more intrigued by the building I saw than the streetcar. What was this building? What had happened to it? Almost immediately I started wondering if someday it might be possible to rebuild it.

Years later, when I learned that there was also interest by other MSM members in the possibility of someday reconstructing it, I set out to learn everything I could about it. Since there is a huge gap between having some photographs and having enough information to construct a building, I decided to take the first step in bridging that gap.

I started with the information that had already been gathered, particularly MSM's photographs of the station. Like others, my search for building drawings didn't turn up anything. But I did manage to find other documents and accounts that provided useful information. These included fire insurance maps, park plans and records, newspaper accounts, as well as recollections of those who remembered the station in operation. Using this information I was able to construct a computer model over a photograph of the station. This allowed me to eventually determine more precise dimensions for all building components and think through the likely construction.

The chalet station in its final years

The story of the station begins on November 2, 1910 when the Improvement Committee of the Board of Park Commissioners considered a proposal from the Minneapolis Street Railway Company for construction of a 15 feet by 120 feet "cement platform" at Forty-second Street to accommodate crowds from Lake Harriet wishing to take streetcars downtown. Up to then, there had been two separate northbound stations. At 42nd Street was a small wood 1900 station, which mostly served neighborhood residents. Museum streetcars now use a replica of that station, which sits approximately on the original site. About a block north, at the pedestrian underpass, stood a long narrow waiting shed and platform intended for crowds of lake visitors returning to Minneapolis. The proposal included both and replacing them with a cement platform where "cars for Lake Harriet will unload passengers." In response, the Committee decided to ask the Company to also build a waiting station at Forty-second Street.

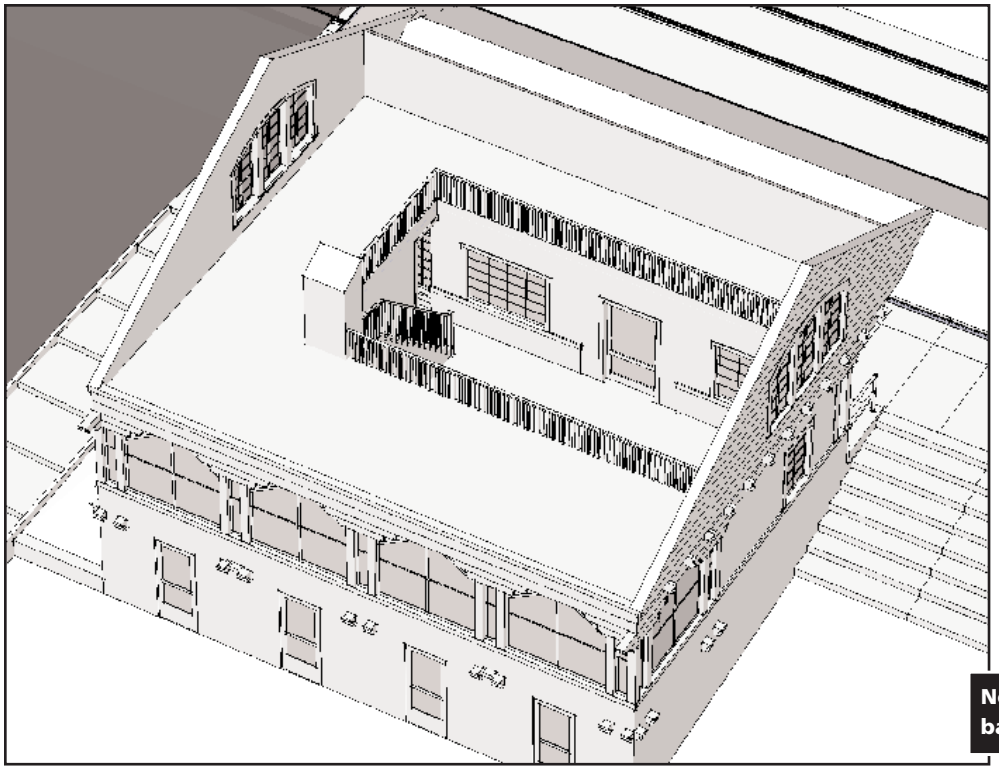
By the end of 1911, both of the new platforms, as well as a canopy over the loading platform at Forty-second Street, were in place. Rather than being razed, the old station (referred to in the 1911 Park Commissioners Report as the "refreshment building") was moved to the vicinity of the boat dock on the west shore about a block south of Forty-second where it was used as a ticket office. Payment records from November 6 suggest that architect Harry Wild Jones had completed most of the design work on the new waiting station by the time construction was compete on the platforms.

The new canopy constructed at the loading platform was supported on eight columns spaced approximately sixteen feet apart. These columns weren't the typical I beams that are common today. They were actually made up of four steel angles and a plate that were riveted together to form an "I" shape. The two angles connected

to one side of the plate appear to have stopped short of the top to provide support for channels that in turn supported perimeter channels located slightly in from the roof edge. At the top of the columns the angles extended past the central plate to form a pocket for another channel that functioned as a ridge beam. Spanning between the ridge beam and the perimeter channels were rafters that appear to have been fabricated from smaller channels. The lower end of these rafters had a type of bracket attached that supported a gutter with the back of the gutter taking the place of a roof fascia. The rafters probably supported tongue & groove sheathing that was exposed on the underside of the canopy. The finish roofing material consisted of cut wood shingles.

Canopy lighting was provided by individual light bulbs mounted on the perimeter channel and centered between the columns. The bulbs were wired in a series with every third bulb on the same circuit. Since a single burned out bulb would cause all the other bulbs on the circuit to go out (like some old Christmas tree lights), spacing the bulbs on a single circuit ensured that when a circuit went out there wouldn't be a large section without light. All bulbs were replaced at the same time.

With the platforms and canopy complete, construction of the waiting station was about to get underway. The Park Board formally accepted the documents prepared, and recently revised by Harry Jones on February 17, 1912. The following day the Minneapolis Morning Tribune described the station as "a concrete building" with a basement "used for storerooms and a lock-up for temporary use" with a cost expected to be about $5,000.



No plans exist of the station's interior, so this drawing is based on the childhood memories of museum members.

The March 6 Minneapolis Morning Tribune released a sketch of the station and indicated, "The first floor will be used for waiting rooms and shelter and the basement floor for storerooms for supplies for the Lake Harriet pavilion. It will contain a guard room, in which persons arrested at Lake Harriet may be detained temporarily."

Eight bids, ranging from $5,424 to $7,270, were received and opened by the Improvement Committee on March 29. The Board then awarded the construction contract to David Comb & Son, the low bidder. The building permit, secured on April 10, indicated the structure was wood framed with a plaster veneer and a reinforced concrete floor. Building dimensions were given as 40 feet 6 inches by 29 feet 6 inches. At this time the cost was now estimated to be $5,500.

Some unknown changes were made during construction, including some proposed by David Comb & Son. The final cost increased to $6,812.53, a 25 percent increase from the original bid. It appears that construction was finished sometime around September 1912.

For the first time, in the Board of Park Commissioners Annual Report from 1912, the Lake Harriet waiting station is described as Swiss chalet architecture. This report also goes on to say, "The main floor consists of a waiting room with refreshment stand, and a large porch to the east and south affording a splendid view of the lake. The basement contains toilet accommodations, store-room, boiler room, officers' quarters and lock-up."

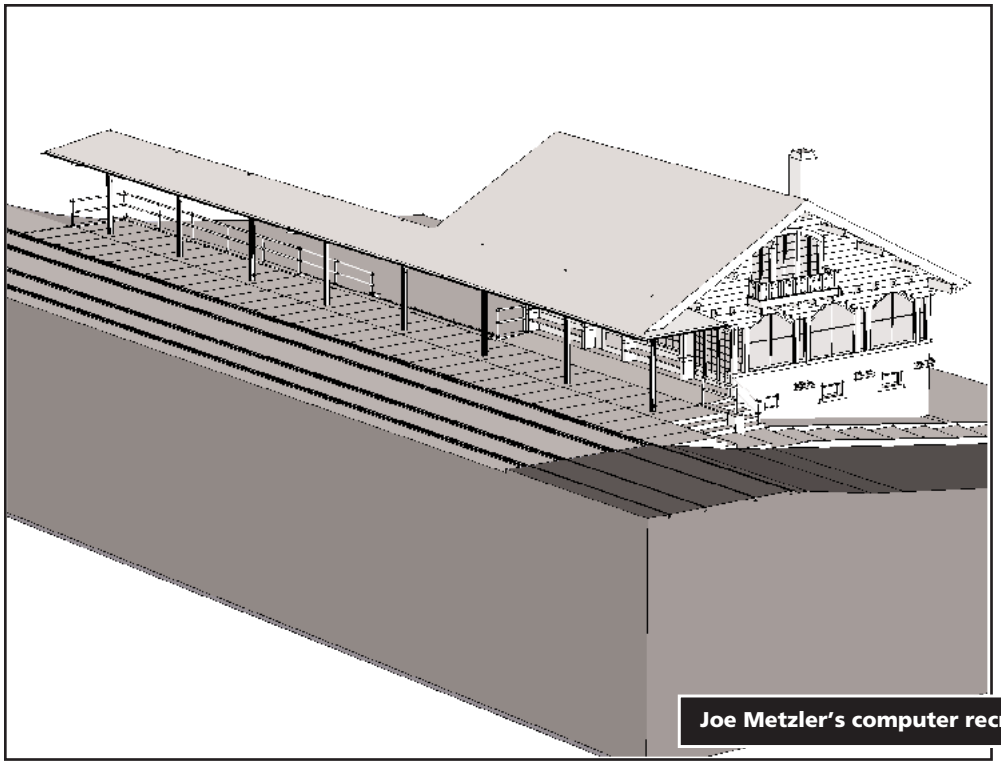
The porch described was an actual porch separated from the waiting room with walls and also included scuppers that would allow any water that got in to exit. The exterior walls of the porch consisted of timber columns supporting stacked horizontal timbers. At least in the early days the openings formed by the timbers were screened in during the warmer months. Later photographs all show windows replacing the screens. The west end of the southern porch provided direct access to the platform.

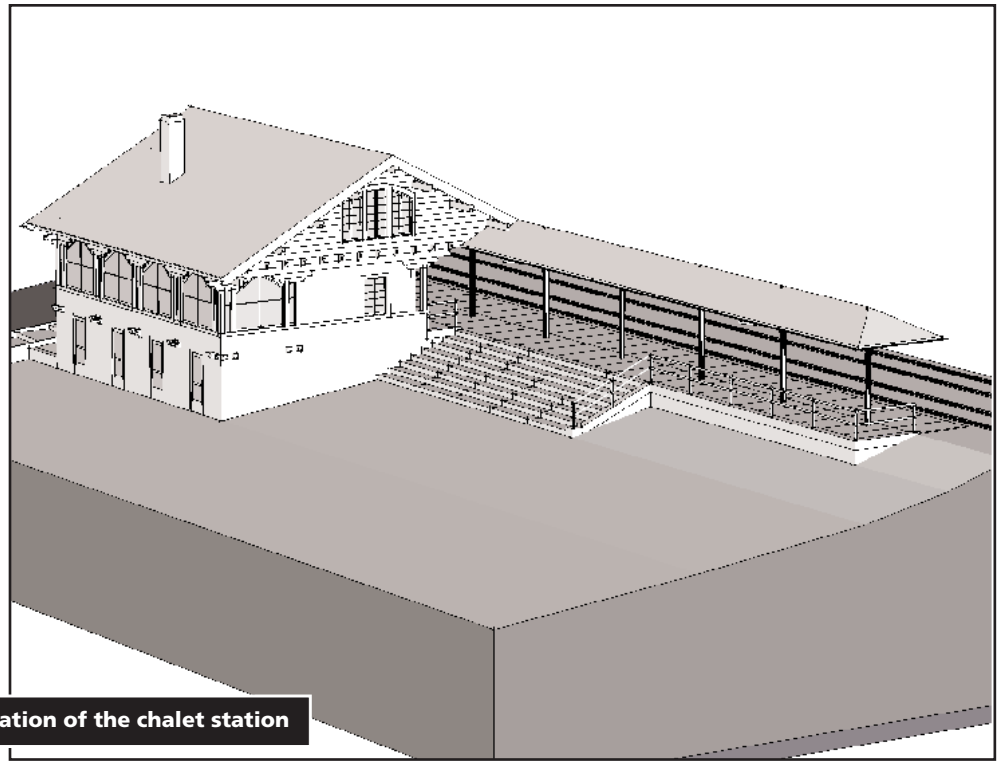
The chimney was located at the intersection of the two walls that separated the porch from the waiting room. The loft stairway was located in the waiting room along the southern wall. There was a door at the foot of the stairway that allowed passage between the porch and the waiting room and most likely another in the east wall of the waiting room. The loft floor covered the porch and most likely also extended toward the platform beyond the west station wall, supported on posts and cantilevered timbers. This would have created a "U" shaped loft floor surrounding the waiting room. The roof over the west loft area extended up from the original canopy roof.

The basement walls and the main floor structure were reinforced concrete, with the exterior face of the walls covered in stucco up to the main floor railing height. In all probability the interior face of these walls above the main floor line were also covered in stucco and exposed in the porch and the waiting room.

There was a door, or pair of doors, in the center of the west wall of the waiting room that provided access to the loading platform. Large windows were located to each side of this door with built-in benches located below these windows on the platform side.

The station appears to have changed little in the years following its construction. In early 1947, when





Joe Metzler's computer recreation of the chalet station

Bertha Schulz signed a contract with the Park Board to rent the interior of the station for a grocery and confectionery store, records indicate that some unknown improvements were made. This may have been when the wall separating the waiting area from the east porch was removed or mostly removed. The exterior framed portion of the station also changed from it's original stained appearance to a lighter, painted finish sometime prior to the early 1950s.

After all streetcar service was eliminated on June 18, 1954, it took only about 13 months for the Park Board to consider a plan from the Superintendent for the "disposition of certain park buildings which are no longer serving a useful park or recreational purpose." Less than 6 weeks later, on August 31, 1955, Rose Brothers Lumber and Supply secured a demolition permit for the station in the amount of $900. The station was probably razed in September 1955.

Rediscovering the Chalet Station is still a work in progress. Hopefully the story of the Chalet Station can someday be more fully told as more work is competed. One of the more important immediate tasks still to be accomplished is to identify more individuals who remember the station before it was razed and are willing to share their recollections. Collecting these recollections will help to provide more detail, particularly for the interior and help to either confirm or refute some aspects of the design where additional evidence is missing. Please contact me at jmetzler@salaarc.com if you know of anyone who could share their first hand recollections of the station.

SERVING LAKEWOOD CEMETERY

These days we're accustomed to entering Lakewood Cemetery through its gates at the intersection of 36th and Hennepin Avenue. However, that entrance was not accessible by public transit until the creation of the Nicollet-Hennepin bus route in the 1920s. Before that, transit access occurred at the Lakewood Cemetery station. A turreted stone station was constructed where the museum's Lake Calhoun platform is located today. Inside the cemetery fence and a short distance south of the station was a building where women could rest and recover from a cemetery visit before reboarding the cars.

A third cemetery entrance was located next to the Interlachen Bridge and the Cottage City streetcar stop. To reach it, passengers climbed the steps to William Berry Road, crossed the road and descended a short stairway located at the northeast corner of the bridge to a cemetery gate. The stairs and gate remain in place today, but unused.

In some cities, the streetcar company promoted cemeteries as traffic generators, and even owned special trolley hearses for funeral parties. Not so with TCRT, however, as noted in the Tribune.

June 24, 1902

"First Funeral Car Used In Twin Cities

What was probably the first funeral car ever put upon the street railway tracks in Minneapolis or St. Paul was used Thursday for the funeral of Mrs. Clara Williams, which took place from the home in St. Paul, interment being at Lakewood cemetery, Minneapolis.

Mr. and Mrs. Williams were close friends to attorney Munn of St. Paul, who represents the Twin City Rapid Transit Company, and because of this friendship Thomas Lowry, in order to make the long journey from the home in St. Paul to the cemetery on the shore of Lake Calhoun less painful to the funeral party, tendered the use of his private car. The offer was gratefully

accepted, and at a point on the Selby avenue line the casket was placed in the car, the funeral party boarded it, and at the Lakewood cemetery gate a hearse and carriages were in waiting to convey the remains and mourners to the grave.

While in this instance a funeral car was used between the house and the cemetery, Manager Hield explains that it was used only because of the close personal relationships existing between the friends of the deceased and the management of the road, and that there is no intention and practically no necessity for the establishment, as an institution, of a funeral car in the Twin Cities.

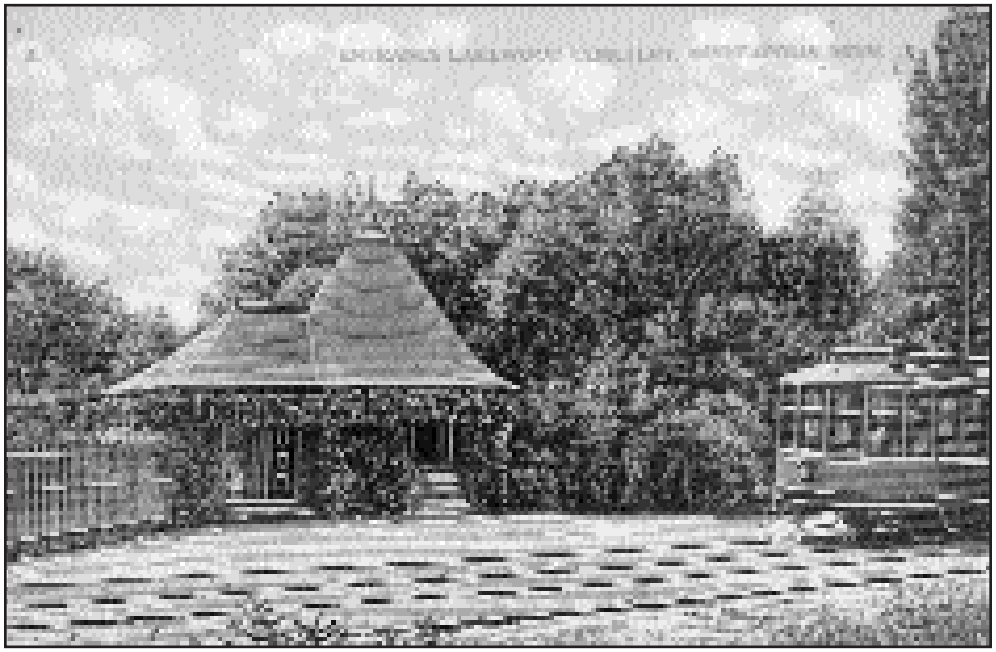
Upon several occasions, where the funeral has taken place from a home or church on a street car line, the casket has been conveyed to the cemetery in a hearse, while the funeral party has taken a chartered car, but this is as far as the management of the road will probably go toward placing a funeral car on its lines for several years to come."

BEYOND LAKE HARRIET

After the brief 1882-86 Motor Line extension to Lake Minnetonka, the Lake Harriet loop was once again the line's terminus. In 1905 TCRT made its big push to develop Lake Minnetonka for the Sunday working class market. Track was relaid on the old Motor Line right of way as far as 44th and Sunnyside. At that point the Motor Line had turned southwest along Sunnyside as far as Grimes, before heading straight west. A turning loop was built just east of France Avenue. Beyond there the new track took a more direct path alongside the south edge of 44th Street.

The Minnetonka extension brought other changes. TCRT had decided to experiment with double-deck streetcars to Lake Minnetonka, but they were too tall to clear the Interlachen Bridge between Lakes Calhoun and Harriet. The track was lowered under the bridge. The evidence of that is easy to see today—the concrete base added below the stone portion of the bridge and the landing and additional flight of

The cemetery side of the Lakewood station. Minnesota Historical Society collection



Passengers entered Lakewood Cemetery through this turreted stone waiting station, shown in a 1908 postcard and in 1951.

steps at right angles to the original stairs were added leading to the Cottage City streetcar stop. The lowered track also made it possible to ship the semi-finished express boats from the company's 31st Street Shops at 31st and Nicollet to Excelsior.

In 1913, the Fulton neighborhood south of 44th Street rapidly filled with housing. To serve it, TCRT branched a new line from the 44th Street right of way south on Xerxes Avenue to 50th Street. The following year those tracks were further extended east on 50th Street to a wye at Penn Avenue.

The 1920s saw development along France Avenue, and another branch was added in 1925 on France from 44th Street to downtown Edina at 50th Street. It was extended to 54th Street in 1929.

After these extensions, multiple services used the track past Lake Harriet. The Como-Harriet line began on France Avenue, or at the 44th and France loop, and traveled all the way to downtown St. Paul via Uptown, downtown Minneapolis, Dinkytown and Como Avenue. The Oak-Xerxes (later Oak-Harriet) line served the Xerxes branch and followed the Como-Harriet as far as Dinkytown. There it split off and served the Stadium Village

Streetcars cross Upton Avenue in both directions. Above: Passengers board between the present-day Great Harvest Bakery and Bayers Hardware. The square structure beyond the streetcar is the Lake Harriet Terminal House. It boosted electricity that was generated by the streetcar company's St. Anthony Falls power plant. Below: The Upton building now houses Creative Kidstuff. Both Art Rusterholz photos.

The Oak-Harriet cars left the 44th south on Xerxes to 50th Stre

neighborhood southeast of Oak Street and Washington Avenue SE.

Hopkins cars continued west through Edina to Hopkins. Until 1932, Lake Minnetonka and Deephaven cars passed through on the way to Excelsior, Tonka Bay and Deephaven.

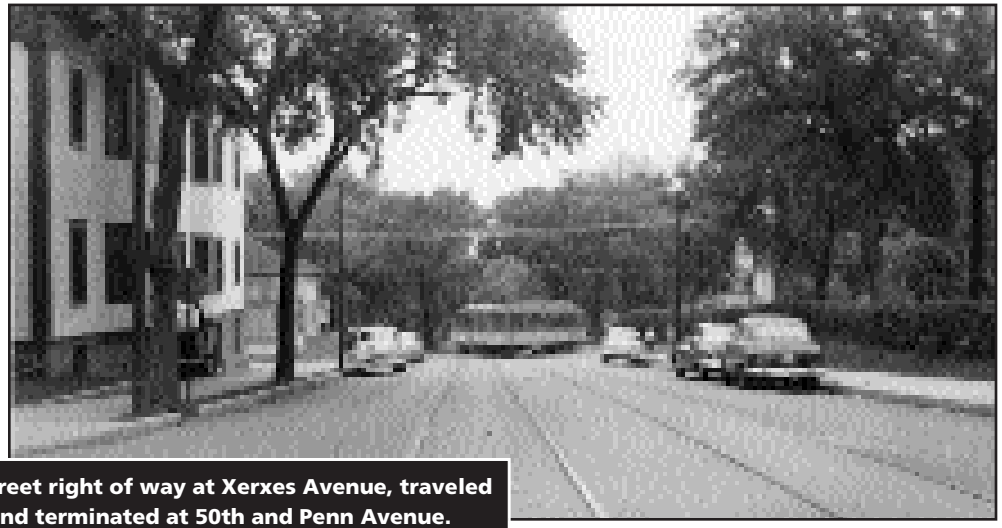
For a short time during the summer of 1905, a summer service connected Lake Harriet with Minnehaha Park via the newly opened Lake Street line. It was not repeated in the following summers. From 1898 until sometime around World War I, twice daily sightseer cars visited Lake Harriet.

In addition to the scheduled routes, extra cars were added for events at Lake Harriet, during the State Fair and to U of M football games. It was not uncommon to run extras that served Southwest High School. During rush hours, cars ran every few minutes.

Beginning in 1929, the 39th Street shuttle bus was started to meet streetcars at 43rd and Upton, traveled north on Sheridan to 39th Street, then west to Chowen Avenue. When the streetcars quit in 1954, the shuttle route was incorporated into the bus route that replaced the streetcars, today's Metro Transit Route 6.

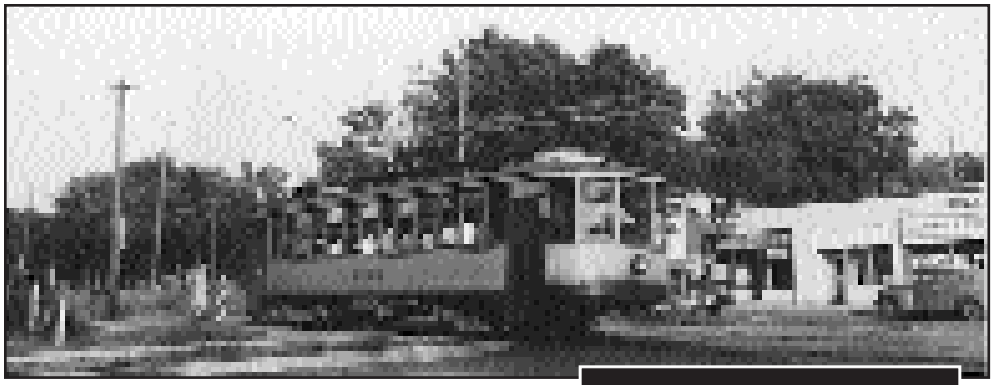
Because most of the Twin Cities streetcar system was laid in the middle

Looking west on the 44th Street right of way from Xerxes Avenue. The Oak-Harriet tracks diverge at left. A curiosity is the cattle guards, visible as angled boards sticking up.



h Street right of way at Xerxes Avenue, traveled et and terminated at 50th and Penn Avenue.

An Oak-Harriet car on Xerxes at 49th Street.

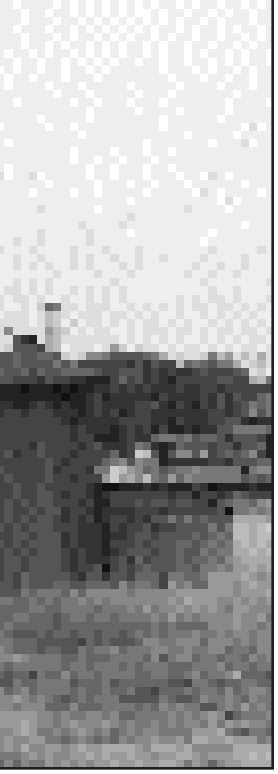


A westbound car crosses Beard Avenue, passing the building that today houses Turtle Bread.

of public streets, the Como-Harriet line was notable for its extensive stretch of private right of way. It permitted much faster speeds than were possible in the street. Streetcars routinely traveled at 40-45 miles per hour between Lake Calhoun and Lake Harriet, and this greater speed is fondly recalled by people who remember riding the line. West of France Avenue, a special group

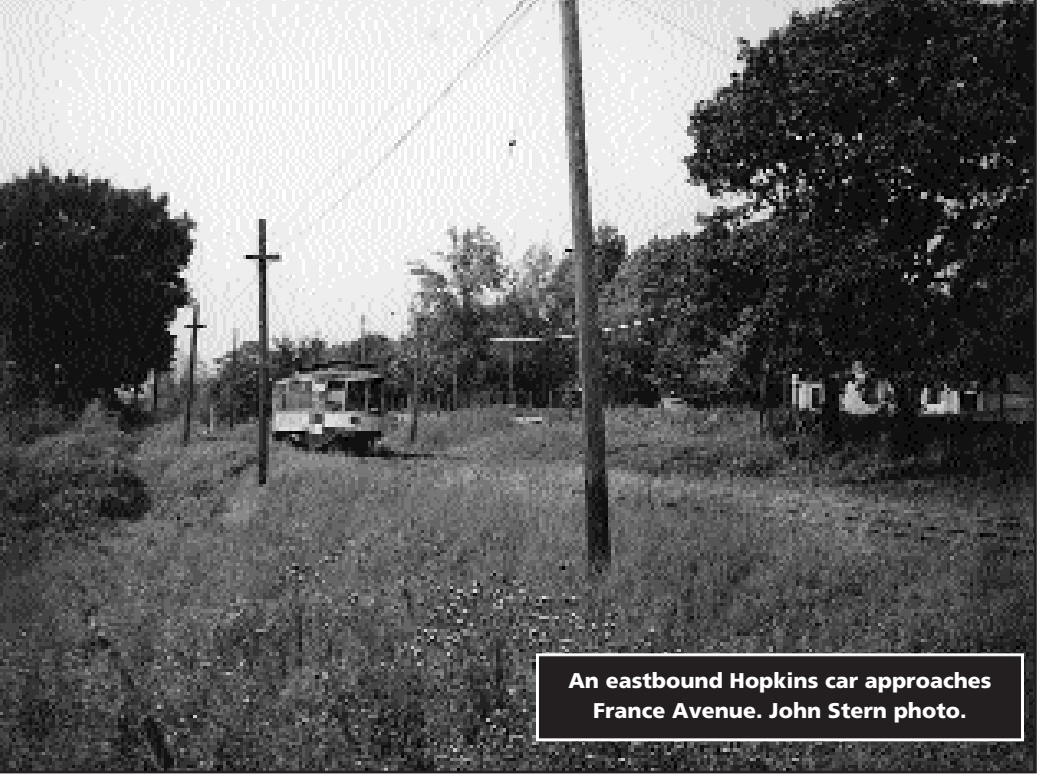
This derailment at Beard Avenue drew a crowd. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

Many streetcars terminated at the loop located just east of France Avenue, where the liquor store parking lot is today. Note the company phone booth and coal and sand bins at right. Ed Nelson photo.



The 44th Street right of way at Drew Avenue.
John Stern photo

This aerial view shows the main line to Hopkins and a car on the 44th and France loop.
Edina Historical Society collection



An eastbound Hopkins car approaches France Avenue. John Stern photo.

A France Avenue car passes Sunnyside Road. A gas station still occupies the property at right.

50th and France Avenue in 1948. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

of high speed Lake Minnetonka cars were capable of 60 miles per hour.

ABANDONMENT

The Lake Minnetonka line was cut back to Hopkins in 1932. From 1938 to 1951 the off-peak service to Hopkins was provided by a shuttle car that transferred passengers and mail sacks to the Como-Harriet car at the 44th and France loop. In 1951 the Hopkins line was further shortened to Brookside Avenue in Edina, just west of Highway 100.

Service on France Avenue south of 44th Street was abandoned in 1952. The Como-Harriet was the last Twin Cities streetcar to be abandoned on June 18, 1954, and the tracks were torn up soon thereafter. The Lake Harriet chalet station came down in 1955.

The right of way from 36th Street to the William Berry Road (Interlachen) bridge was purchased by Lakewood Cemetery. The City of Minneapolis bought the rest as far as France Avenue, except for the Lake Harriet loop and the parcel under the 44th and France streetcar loop. The Lake Harriet loop passed into private hands and made possible the construction of the apartment buildings along the south side of 43rd Street east of Upton Avenue. The

Shortly after abandonment, the tracks crossing Upton Avenue have been partially paved over. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

36th Street and East Calhoun Parkway after abandonment of the bridge over 36th. Minnesota Historical Society collection.

44th and France loop remained under TCRT ownership. In 1970, the Metropolitan Transit Commission bought TCRT, and the loop parcel came with the deal.

For awhile in the mid-1950s, there was a plan to build a highway on the right of way from Lake Calhoun to 44th and France. Thankfully it never happened.

Eventually the right of way from Linden Hills Boulevard to Xerxes Avenue became a public alley. Visual reminders of the streetcar include the steps at Linden Hills Boulevard, as well as railings at Xerxes, York and Zenith Avenues. The City and Metro Transit eventually did a land swap to square off their parcels between France and Drew Avenues, and today the land is occupied with parking, a day care center and condos. The two blocks from Xerxes to Zenith have been landscaped and named the 44th Street Trolley Path.

Night streetcars, viewed from the William Berry Road Interlachen Bridge. The steps at left, which remain today, reached the Cottage City stop. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

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